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GUESTA

A Niagara Escarpment Commission Publication 1986

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by Bill Armstrong

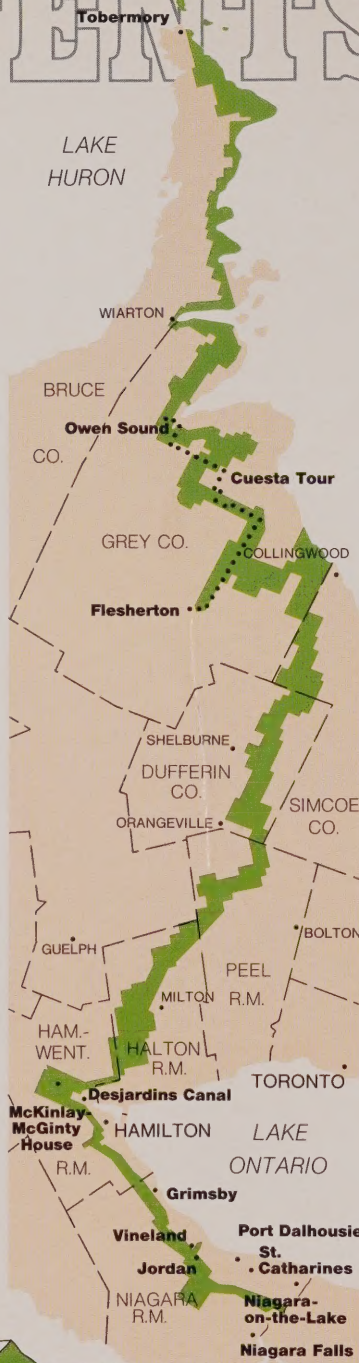
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Niagara Escarpment Plan
Boundary



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CUESTA Originally a Spanish term meaning flank or slope of a hill, in geological terms means a ridge composed of gently dipping rock strata with a long gradual slope on one side, and a relatively steep scarp on the other

From the Editor

1985 was a year that brought together our efforts of the past twelve years with the approval of the Niagara Escarpment Plan. For those of you who have followed our proceedings, you'll be interested in the article—A Commitment Assured—which will bring you up to date on the Plan highlights.

We've changed our Escarpment tour format somewhat and hope you will enjoy touring scenic Grey County and the City of Owen Sound with us. A word to the wise though, if you're following our tour in the winter, ensure your vehicle is equipped with snow tires!

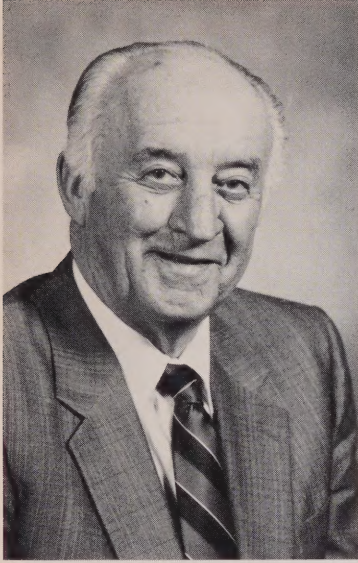
As the Escarpment is 725 kilometres in length, **Cuesta** tries to bring you articles of interest from top to bottom. At one end you'll meet Lottie Wyonch, a lady who's a legend on the Bruce Peninsula, and then we'll take you down to the Niagara Peninsula and introduce you to the Escarpment Group of Painters.

Bet lots of you didn't know Ontario has numerous ghost towns and many of them are located on the Escarpment. Follow us—closely—and we'll show you where they are. Stay with us and we'll take you back to the last century, back to 1857, to investigate the Desjardins Canal disaster. Then we'll show you a grand home that's 137 years old and better than ever.

Summer will soon be here and **Cuesta** has a few ideas to fill some days. For those of you who don't mind getting wet, try out wind surfing. Our 'Ride The Wind' story will tell you which Escarpment Conservation Areas have lots of waves and action. Another way to pass some time is to take a tour of the Niagara Peninsula's twelve wineries; each has tours if you give them a call first.

As always, we hope that you enjoy reading **Cuesta** as much as we do producing it. At this time I'd like to give a special thanks to Bob Pepper, our Senior Cartographer, and to Rilla Hewer, our Information Assistant.

Susan Herrold
Susan Herrold



FROM THE CHAIRMAN

1985 was undoubtedly the most exciting and satisfying year of the Niagara Escarpment Commission's twelve year history.

The long-awaited Niagara Escarpment Plan was finally approved by the Ontario Cabinet on June 12, 1985. As recommended by the Commission, the Plan includes a judicious mixture of land use policies and a 25 million dollar acquisition program which should ensure that the Niagara Escarpment area is maintained substantially as a natural environment for future generations. The government's approval of the Plan and its widespread acceptance by the opposition parties, affected municipalities, the media and the general public were a source of great satisfaction to the Commission members and staff.

As a result of last summer's change in government, the Minister of Municipal Affairs, the Honourable Bernard Grand-maitre, assumed responsibility for The

Niagara Escarpment Planning and Development Act, and he has assured us of his strong support for the Niagara Escarpment Plan.

The Commission has been given an important role to play in the implementation of the Plan. Our main functions are:

- to promote the objectives of the Plan;
- to continue to administer the development control system until it is delegated to municipalities;
- to process, review and advise on proposed amendments to the Plan;
- to comment on and monitor lot creation and development proposals which are not subject to the development control system;
- to comment on acquisition proposals submitted to the Ontario Heritage Foundation and Ministry of Natural Resources;
- to assist the Ministry of Municipal Affairs and municipalities in bringing official plans into conformity; and

- to assist the Minister with Plan interpretation.

In addition, the government appointed three Commission members, Leo Bruzzese, Bob McNairn and myself, to the new Niagara Escarpment Committee, which as part of the Ontario Heritage Foundation will be involved directly with the administration of the 25 million dollar Niagara Escarpment Fund.

There have been some recent changes in the membership of the Commission, and I would like to extend my heartfelt thanks publicly, to those members who are no longer with us, for their contributions and support over the years.

All in all, I feel that we face 1986 with a renewed sense of purpose, confident of solid support from government ministries, municipalities and the public for our role in the implementation of the Niagara Escarpment Plan.

Ivor McMullin, Chairman,
Niagara Escarpment Commission



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It is a pleasure for me to greet the readers of "Cuesta" for the first time as the Minister responsible for the Niagara Escarpment Plan.

The Niagara Escarpment is a very special resource of our province - indeed, it is one of the most striking landscapes in all of Canada.

The development of a plan to preserve the Escarpment has taken more than a decade of work by a great many very dedicated individuals and organizations. With the approval of the Niagara Escarpment Plan in 1985, we are ready to begin the process which will ensure the future of this most valuable natural asset. In that regard, 1986 promises to be a very exciting year.

The staff of my ministry are already meeting with municipalities throughout the Escarpment to discuss the transfer of responsibility for Escarpment planning to the local level. As well, work has started on the completion of the Niagara Escarpment Parks system which will include a total of 105 parks, both large and small, with 11 principal parks located at strategic points along the Escarpment. Moreover, our program of land acquisition and good stewardship is underway, backed by a commitment from the government of \$2.5 million per year for 10 years.

In all, it makes for a very challenging and productive year in 1986, and I am very proud to have an opportunity to contribute to the conservation of this superb natural heritage.

Finally, I would be remiss if I did not mention the considerable efforts of the many individuals and groups that have made such significant contributions to Escarpment preservation over the years.

In particular, my congratulations to the Conservation Authorities of Ontario which celebrate their 40th anniversary in 1986, and to the Bruce Trail Association which observes its 25th anniversary this year. Their commitment to the Niagara Escarpment, and the commitment of so many others, represents a significant contribution to the natural heritage of Ontario.

Let us now move forward in the knowledge that the commitment is assured.

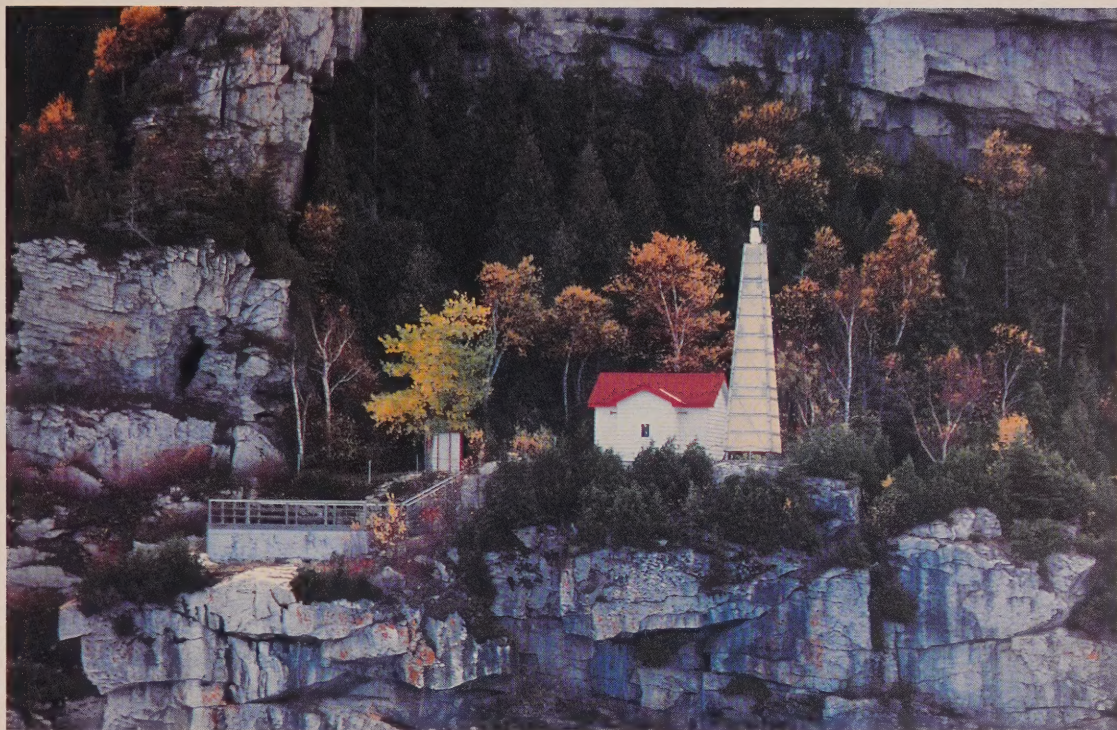
Yours sincerely,

Bernard Grandmaitre
Minister



NIAGARA ESCARPMENT PLAN APPROVED

KATHLEEN WOOD



A COMMITMENT ASSURED

Eighteen years after the Gertler Report was commissioned to study the future of the Escarpment; twelve years after The Niagara Escarpment Planning and Development Act was passed; after seemingly endless years of study, debate and compromise, the Plan is a reality at last. On June 14, 1985, the Government of Ontario gave its approval to the Niagara Escarpment Plan. This approval represents the culmination of what has been described as a "world-class planning effort" by the Niagara Escarpment Commission.

When the Commission was first established by The Niagara Escarpment Planning and Development Act of 1973, it was charged with preparing a provincial Plan for the Escarpment area reconciling the need for development with the need for conservation. The Commission was also empowered to administer an interim development control system regulating development on the Escarpment while the Plan was being prepared.

The task of preparing a plan which would equitably address various in-

terests while maintaining the integrity of the Escarpment's natural areas was an enormous undertaking. If at times the process involved seemed cumbersome, it was also democratic in the best sense of the word. Input was sought and considered from various and diverse spheres of public interest including agriculture, aggregate production, conservation, travel and recreation, real estate and community organizations at every step along the way.

The composition of the Commission is varied, with nine members, including the Chairman, representing the public-at-large and eight members, one for each of the four counties and four regions within the Planning Area, representing municipal interests.

In 1976, two advisory committees were formed to assist the Commission in the planning process. One represented the public interest, the other spoke to municipal interests.

The Commission's draft document, **The Preliminary Proposals**, was released in 1978—to generate comments from affected municipalities, ad-

visory committees, interest groups, principal government agencies and ministries, ratepayers groups and the general public. The Commission followed with **The Proposed Plan** in 1979. Once again, public comment was sought. The subsequent hearings lasted 26 months and were attended by 9,300 people. In January 1983, the four-volume Hearing Officers' Report was publicly released.

In June of 1983 **The Final Proposed Plan** of the Commission was submitted to the Provincial Secretary for Resources Development. The Act required that the Secretary, the Minister then responsible for the Escarpment, consider the Commission's Final Proposed Plan along with the Hearing Officers' Report and then submit his recommendations, together with the Plan, to the Cabinet.

The **Recommended Policies of the Provincial Secretary for Resources Development on the Niagara Escarpment Plan** was made public in July 1984. Written representations were invited from any interested group or

individual and over 350 submissions were received by the Lieutenant Governor in Council. These submissions were considered by Cabinet, together with the Provincial Secretary's recommendations and The Final Proposed Plan.

Cabinet deliberations resulted in the approved **Niagara Escarpment Plan** which consists of Volume 2 of the Recommended Policies of the Provincial Secretary for Resources Development, plus 26 modifications. In approving the second volume of the Minister's recommendations, the Cabinet incorporated into its provincial Plan most of the Commission's Final Proposed Plan.

The area covered by the Plan is approximately 1,900 square kilometres. There are eight counties or regions and 37 local municipalities affected by Plan policies. The area also includes extensive parkland owned by the Ministry of Natural Resources, Conservation Authorities and several other public bodies.

Some Highlights

- The Niagara Escarpment Plan will have priority over all other provincial policies in the area of the Niagara Escarpment Plan.
- 90% of the Plan area is included in three major land-use designations—Escarpment Natural Areas, Escarpment Protection Areas and Escarpment Rural Areas—with accompanying land-use policies.
- Creation of the 51,093 hectare Niagara Escarpment Parks System consisting of 105 Provincial Parks and Conservation Authority Parks, including 11 newly created Provincial Parks. Approximately 85% of lands required to complete the parks system have already been acquired.
- Securing a continuous route for the Bruce Trail, recognized as an essential part of the Niagara Escarpment Parks System, has been given the same priority as the establishment of the Parks System.
- A new subcommittee of the Ontario Heritage Foundation, the Niagara Escarpment Committee, has been formed to administer a land acquisition and heritage protection program funded by a ten-year \$2.5 million per year, commitment from the Ontario Government. (Three members from the Niagara Escarpment Commission sit on the Committee which is also empowered to receive public donations.)
- Wayside permits for provincial road construction will not be issued in the Escarpment Natural or Escarpment Protection Area designations.
- Aggregate for municipal road con-

struction may be obtained from wayside pits in Escarpment Protection and Escarpment Rural areas. However, in the Protection Area, only sites previously used for pit operations may be used.

- New licensed pits and quarries producing over 20,000 tonnes annually will only be permitted in the Escarpment Rural Areas, and then only after an amendment to the Plan.
- Authority to issue development permits for wayside pits or quarries for municipal road construction will be retained by the Niagara Escarpment Commission.
- The Development Permit System will be delegated as soon as possible to regions and counties within the Plan Area who indicate to the Ministry of Municipal Affairs that they wish to assume this responsibility. Prior to delegation the Niagara Escarpment Plan policies will be incorporated into official plans ensuring the consistent application of policies within the Escarpment Plan area.
- In the interim, the Niagara Escarpment Commission will continue to administer the Development Permit System and assist in establishing a monitoring system for Plan implementation.

On August 1, 1985, the Ministry of Municipal Affairs assumed responsibility for The Niagara Escarpment Planning and Development Act which includes responsibilities for the Niagara Escarpment Commission and the Niagara Escarpment Plan. The Minister has emphasized the Government's dedication to Plan implementation through sound planning and good stewardship for our Escarpment heritage.

The Niagara Escarpment, a single landform extending from Queenston on the Niagara River to the islands off Tobermory at the tip of the Bruce Peninsula, is a mosaic of topographical features and land uses. To some, it is a magnificent natural area sheltering remnant features of our once abundant wildlife while others see it as a desirable place to build or to develop. The Escarpment also encompasses rich agricultural lands, urban centres and recreational facilities.

The Niagara Escarpment Plan addresses all the competing pressures and interests being brought to bear upon this unique and spectacular landform. The Government has assured its commitment to the Niagara Escarpment and, by working together, the people of Ontario can ensure it is safe at last for future generations. ■

ONTARIO HERITAGE

ESCARPMENT

The Niagara Escarpment Committee, the newest committee of the Ontario Heritage Foundation, has been formed to ensure that significant elements of the Escarpment's natural and cultural heritage are passed intact to future generations.

To achieve this, the seven-member Committee is administering a co-ordinated program of Escarpment land acquisition in conjunction with an innovative program to support responsible stewardship of Escarpment heritage features.

In these efforts, the Committee is assisted by several groups. Although primarily the responsibility of the Foundation's Niagara Escarpment Committee, the Land Acquisition and Stewardship Program is also the co-operative responsibility of the Ministry of Municipal Affairs, the Ministry of Natural Resources, the Ministry of Citizenship and Culture, the Niagara Escarpment Commission, the Natural Heritage League, Conservation Authorities, the Bruce Trail Association and their organizations. A key player among the Ministries assigned specific implementing tasks related to acquisition is the Ministry of Natural Resources. This Ministry will co-ordinate a ten-year acquisition program designed to complete the 51,093-hectare Niagara Escarpment Parks System.

There is no doubt that the land acquisition and heritage protection role assigned to the Committee is a crucial component of successful Plan implementation. And all indications are that they are off to a running start.

Specifically, the seven-member Niagara Escarpment Committee will administer a \$2.5 million Niagara Escarpment Fund and a program for accepting donations of Escarpment land. The Fund, which represents an annual allotment in the Province's ten-year commitment to Escarpment land acquisition, will be used to secure land needed to complete the Niagara Escarpment Parks System and to secure portions of the route for the Bruce Trail.

HERITAGE SAFEGUARDED

In addition to administering the Niagara Escarpment Fund and a program for accepting donations and acquiring rights in Escarpment heritage properties on behalf of the Foundation, the Committee will initiate a program to promote and support responsible stewardship among private landowners.

This component of Plan implementation is the direct responsibility of the Niagara Escarpment Committee and may include a landowner information program. Individual landowners can obtain information about significant features (natural or cultural) on their property and receive assistance in natural area management.

Private ownership generally results in the best form of long-range protection of land, particularly if the owner is an informed and willing participant in an effective and voluntary program dedicated to conservation.

On the other hand, public ownership of significant Escarpment features is a means of preserving properties which are essential to the Escarpment legacy to be left for future generations.

Currently, the Ontario Heritage Foundation holds interest in two Escarpment area historic properties: Chedoke in the city of Hamilton and the recently restored McKinlay-McGinty House in West Flamborough. As well, the Foundation holds title for several Escarpment natural heritage areas: Ellis property, Jordan Valley; Ridley-Yaremko property, Milton; Scotsdale Farm, Halton Hills; and the Farmer-Gibson property, Ancaster.

These outstanding natural and cultural properties are held in trust by the Foundation for present and future generations of Ontarians and through the generosity and goodwill of the donors.

The Foundation also holds in excess of 100 heritage easements, a number of which are located within the Plan area. And as the Niagara Escarpment Committee has a very specific mandate directed towards Escarpment land acquisition and heritage protection, we

can expect to see these acquisitions and easements increase.

The Committee reports to the Board of Directors of the Ontario Heritage Foundation and is advised by four standing committees of the board—Heritage Trust, Architecture, Archaeology and History—in matters of heritage resource protection.

The three long-term members of the Niagara Escarpment Commission who also serve on the Committee (Ivor McMullin, Leo Bruzzese and Robert McNairn), provide a vital link and continuity in the implementation process. That continuity will be necessary in the short term to ensure that Committee objectives are reached.

There is no doubt that in order to complete the system of public parks and promote and support stewardship by landowners, government agencies, and other organizations of significant Escarpment heritage properties and features, the Niagara Escarpment Committee must be innovative in its approach to Plan implementation.

Following an orientation seminar in August 1985, the Committee tackled the workload at subsequent meetings and identified various strategies to achieve its objectives.

To date, efforts of the Niagara Escarpment Committee have resulted in the 14.5 hectare donation of the Farmer-Gibson property in the scenic Dundas Valley while three others are in various stages of negotiations. One of these, a 40.5 hectare property near the Forks of the Credit, involves a generous part donation-part purchase arrangement. A conservation easement on the 138.4 hectare Russ Fraser farm is also nearing completion. The Committee has recommended approval of grants for interpretive displays at the Crawford Lake Conservation Area and for publication support of a new book entitled "Ontario: A Natural Heritage". Funds have also been allocated for a brochure explaining the land acquisition and stewardship program. In February, a cheque for \$120,335 which represented the first payment from the Niagara Escarpment Fund was presented to the Hamilton Region Conservation Authority towards the first property to be purchased for the Niagara Escarpment Parks System.

The Committee has developed a long-range program to co-ordinate the Heritage Protection and Land Stewardship component of Plan implementation. Working closely with the Natural Heritage League, the Committee will also ensure the co-operation of various agencies acquiring land and make adequate provision for the responsible management of land acquired under the program. Assuring the unqualified success of this program is the most important task the Committee is faced with.

Working together with concerned landowners, the Niagara Escarpment Committee will ensure the protection of our Escarpment heritage for tomorrow.



ONTARIO HERITAGE FOUNDATION

Niagara Escarpment Committee members at their August inaugural meeting. Left to right: Alex Raeburn; Lynn Di Stefano; Ivor McMullin, Vice Chairman; G.H.U. (Terk) Bayly, Chairman; Robert McNairn; Leo Bruzzese; Russell Cooper



ED HEAL/LONDON FREE PRESS

At 88, Lottie Wyonch tosses hay bales, plows fields, cuts firewood and sometimes still hunts on the family farm

Lottie Wyonch picks up an unfinished wool mitten and begins knitting.

"Whenever she sees dirty dishes she reaches for her knitting," laughs her daughter Cora.

But dishwashing is just one of a thousand chores on Sunnybrooke Farms, the oldest and largest of the remaining farms on the Bruce Peninsula. And here, at the northern tip of the Niagara Escarpment, the 88-year-old great grandmother pulls more than her share of the weight needed to make the household tick.

Besides knitting, Lottie spends her time doing work that younger men and women wouldn't even dream about. During the summer, she tends to the vegetable garden, feeds the livestock, tosses hay bales, as if they were dice, atop the family tractor and plows the

fields. Not even the bitter cold of a winter on the Escarpment can keep her from venturing into the vast woodland behind her home with a chainsaw to prepare firewood and lumber. "I'm just a kid," she chirps.

Sitting around the woodstove sipping tea with her son David, 48, daughters Marina, 50, Cora, 56, and Gertie, 64, Lottie recalls a happy childhood on the Bruce Peninsula.

"It was always a special place," she says, describing an area surrounded on three sides by the waters of Lake Huron and Georgian Bay. "We always knew this is where we belonged."

Indeed, her father knew as much when he settled there during the mid 1800s. And he may have had a better understanding of the unique terrain in the area than other settlers. While most

A LEGEND ON THE BRUCE

of Tobermory's early residents arrived by boat from the Great Lakes, Lottie's father made the trip overland, northward along the Niagara Escarpment to where the farm lies today. In fact, he helped turn an old Indian trail into useable road. Today, that route is a busy highway and the Wyonch name is almost as legendary as the Escarpment itself.

Although Lottie's children, grandchildren, great grandchildren and other relatives still reside in the area, only David, Marina and Cora still help run the sprawling 400-hectare farm. Seven of her surviving ten children have chosen different professions. "They thought there was more money in other jobs than in farming but they're going to find out differently," Lottie says. "I'd rather have a few bags of grain to back me up

in the fall than a little cash on a Saturday night."

In fact the Wyonchs have little use for cash. They buy only tea, sugar and a few staples at the local grocery store. All their vegetables are grown in the garden and the family spends most of the autumn pickling and canning for the long winter ahead. As well, they have an overflowing herb closet with a variety of mixtures for food and medicine, while a family of chickens and a few pigs let them enjoy a balanced diet.

The farm draws its income from a herd of 20 cattle and 50 sheep, and the Wyonchs sell firewood and lumber from a well maintained woodlot. But money is used sparingly, to pay taxes or buy fuel for the farm machinery or other necessities. "As long as we've got enough food for ourselves and the animals then we're doing fine," says David.

Only 40 hectares of the Wyonch farm are arable. "We clear about three more acres each year," says David, "but it's a slow job." It's not that the land isn't farmable. David says his grandfather knew exactly what he was doing one hundred years ago when he started the long but arduous task of clearing the land on the rock Escarpment. Now, each summer, the family tractor easily ploughs through rich, sandy loam—perfect for growing a host of crops.

But the Wyonchs grow only hay on their land, because as David explains, the isolation makes it too expensive to ship cash crops to markets farther south.

Despite the rich soil, however, David and Lottie say farming on the Escarpment has its own set of rules. The abundance of rocks makes ploughing the fields like driving through a maze, and the hilly terrain has kept more than one generation of Wyonchs on their toes while driving the tractor in the fields or horseback riding through the bush.

"You learn patience up here," says Lottie, preaching dedication and hard work. "You can't farm as fast as they do everywhere else." David agrees: "You have to play along with the land. You don't fight the Niagara Escarpment. It isn't going to move."

And so the family has learned a valuable lesson about the power of the elements and the rugged beauty of the land.

In fact, Lottie may be one of the few remaining people who can remember being able to look across the peninsula from Georgian Bay to see clear across to Lake Huron. "That was after the big fire," she recalls, referring to a forest fire that engulfed most of the area in 1904,

leaving nothing but "black trees and white rock".

Even then, says Lottie, it was a magical place, when the true nature of the Niagara Escarpment was revealed to anyone who cared to catch a glimpse of an area in transition: "We used to ride our horses everywhere up here, working the farm or going on picnics to the water. It was always a beautiful area."

The love for the land is reflected in her face. Her eyes—eyes as blue as Lake Huron—have seen the area change from uncharted wilderness to a bustling tourist community. Her expressions show the appreciation gained from living almost nine decades in isolation amid breathtaking natural beauty. And the lines on her face betray the wisdom of her years.



ED HEAL/LONDON FREE PRESS

A smiling Lottie Wyonch looks up from her vegetable patch

Today, the area has changed little since the days when Lottie's father cut a swath through the vast groves of pine and hemlock. Cedar is now the predominant tree in the area, but most of the differences are more subtle and go unnoticed by visitors.

What does Lottie Wyonch foresee for the area in the next century? She be-

lieves the area may be doomed by its own beauty. The peninsula is blessed with both western beaches for summer tanning and rocky shores in the east for exploring. The combination makes it an ideal tourist attraction. And the isolated beauty of the Niagara Escarpment brings more hikers up the Bruce Trail every year, she says.

Marina believes the tourists don't respect the area enough. "The cottagers are nice and friendly people," she says. "It's the tourists who don't care." As a result, David believes local and provincial governments have been forced to initiate too many laws and regulations to protect the area.

The Wyonchs are not fans of laws or government. "It's fine for them to try and preserve the area but we've been here a lot longer and we're conservationists too. We don't like to be bossed around on our own land."

But Lottie says tourism is only one of the factors changing farm life in Tobermory. She believes the Wyonch philosophy of self sacrifice and hard work is nearing extinction in a modern world. "If only we could convince these young folks that they need something behind them rather than just a little lot and a house."

The family admits to a simple life and Marina declares that she "wouldn't change it for anything." The farm is not in debt, and everyone on it believes that "you don't buy anything unless you have the money in your wallet."

This philosophy has served them well through good times and bad. After a fire took their old farmhouse in 1982, they merely built a new one with whatever resources they had left. "It's not finished yet of course," adds Lottie, "but we're getting there."

And David adds that being fiscally conservative has enabled them to hold on to the farm while other farms have fallen victim to bankruptcy.

If they are forced to move someday, however, David says he'll try to stay in the area, either on the peninsula or somewhere on the Escarpment: "I wouldn't want to go far away. It's too nice an area. We'd look for somewhere with the same variety."

But Lottie just smiles calmly and says: "We're not going anywhere for a while yet." With that, she picks up her unfinished mitten again, and begins knitting patiently, secure in the knowledge that while the times and Tobermory may change, any transformations on the Wyonch farm, at least, will come as slowly as the shale and limestone erode along the Niagara Escarpment. ■

ONTARIO'S CONSERVATION AUTHORITIES

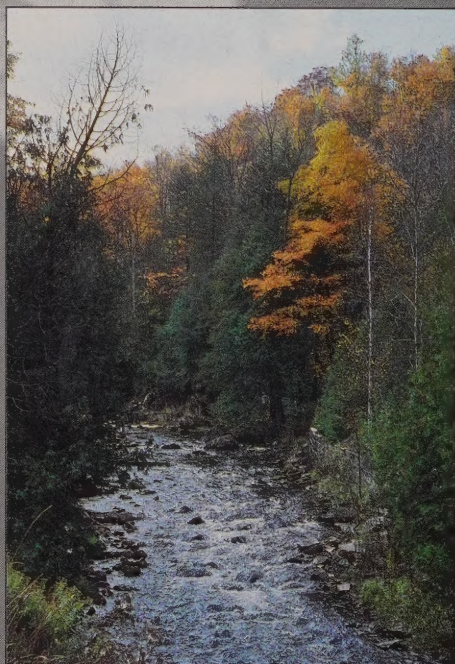
FORTY YEARS OF CONSERVATION

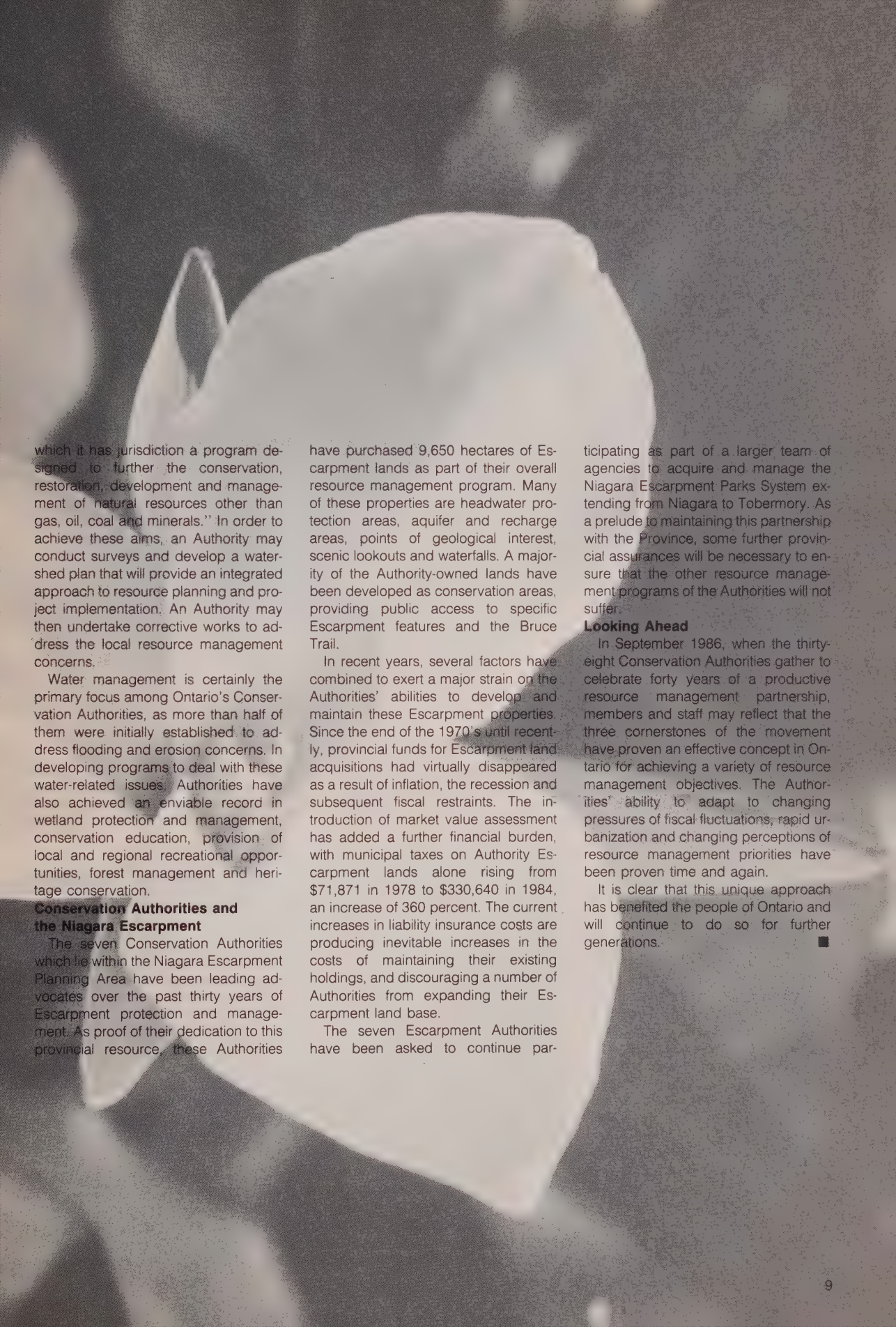
1986 marks the fortieth anniversary of a unique approach to natural resource management in Ontario. Since 1946 when the Ontario Legislature passed The Conservation Authorities Act, over 500 municipalities have voted to establish thirty-eight Conservation Authorities throughout the urbanized areas of the Province and across the rural expanse of the south. Although collectively the Authorities represent only ten percent of the provincial land base, almost ninety-five percent of Ontario's residents live within the jurisdiction of a Conservation Authority.

The Conservation Authorities Act clearly outlines the three basic principles that contribute to the management philosophy of any Conservation Authority:

- the responsibility for initiating resource management programs must come from the local residents;
- corrective programs are undertaken on the basis of watershed jurisdictions, in order to ensure an integrated approach to natural resource management;
- programs are to be undertaken on a cost-sharing partnership basis between the Province and an Authority's member municipalities.

The aims of an Authority are defined by The Conservation Authorities Act "to establish and undertake in the area over





which it has jurisdiction a program designed to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals." In order to achieve these aims, an Authority may conduct surveys and develop a watershed plan that will provide an integrated approach to resource planning and project implementation. An Authority may then undertake corrective works to address the local resource management concerns.

Water management is certainly the primary focus among Ontario's Conservation Authorities, as more than half of them were initially established to address flooding and erosion concerns. In developing programs to deal with these water-related issues, Authorities have also achieved an enviable record in wetland protection and management, conservation education, provision of local and regional recreational opportunities, forest management and heritage conservation.

Conservation Authorities and the Niagara Escarpment

The seven Conservation Authorities which lie within the Niagara Escarpment Planning Area have been leading advocates over the past thirty years of Escarpment protection and management. As proof of their dedication to this provincial resource, these Authorities

have purchased 9,650 hectares of Escarpment lands as part of their overall resource management program. Many of these properties are headwater protection areas, aquifer and recharge areas, points of geological interest, scenic lookouts and waterfalls. A majority of the Authority-owned lands have been developed as conservation areas, providing public access to specific Escarpment features and the Bruce Trail.

In recent years, several factors have combined to exert a major strain on the Authorities' abilities to develop and maintain these Escarpment properties. Since the end of the 1970's until recently, provincial funds for Escarpment land acquisitions had virtually disappeared as a result of inflation, the recession and subsequent fiscal restraints. The introduction of market value assessment has added a further financial burden, with municipal taxes on Authority Escarpment lands alone rising from \$71,871 in 1978 to \$330,640 in 1984, an increase of 360 percent. The current increases in liability insurance costs are producing inevitable increases in the costs of maintaining their existing holdings, and discouraging a number of Authorities from expanding their Escarpment land base.

The seven Escarpment Authorities have been asked to continue par-

ticipating as part of a larger team of agencies to acquire and manage the Niagara Escarpment Parks System extending from Niagara to Tobermory. As a prelude to maintaining this partnership with the Province, some further provincial assurances will be necessary to ensure that the other resource management programs of the Authorities will not suffer.

Looking Ahead

In September 1986, when the thirty-eight Conservation Authorities gather to celebrate forty years of a productive resource management partnership, members and staff may reflect that the three cornerstones of the movement have proven an effective concept in Ontario for achieving a variety of resource management objectives. The Authorities' ability to adapt to changing pressures of fiscal fluctuations, rapid urbanization and changing perceptions of resource management priorities have been proven time and again.

It is clear that this unique approach has benefited the people of Ontario and will continue to do so for further generations. ■



'Dundas Station' by C.R. Barlow

ESCARPMENT GROUP OF PAINTERS

One of the often unrecognized resources of the Niagara Escarpment is the variety of talented and unique artists who live and work along its length. The Escarpment Group of Painters in Watercolour is an example of the richness of this resource.

Since they began to exhibit as a group seven years ago, their many shows in the Niagara and Hamilton regions have attracted both attention from the art world and enthusiasm from art lovers. Whenever this group of twelve accomplished artists display their works, they garner both praise and large crowds.

The driving force behind the formation of the group was well-known Burlington artist, Lyle Glover. A native of Peterborough and graduate of the Ontario College of Art, Mr. Glover has worked as an illustrator, cartoonist, teacher and painter. Although he was

successful as a professional artist, he had long felt that his medium of choice, watercolour, was too often overlooked in favour of other forms of art. He thought that if he and other watercolour painters could form themselves into a cohesive group, holding their own exhibitions, they could promote the integrity of the medium and increase recognition of watercolour. If such a group met on a regular basis they could also share creative interests, experiences and exchange ideas.

In February 1979, Lyle Glover put his concerns in a letter to noted area watercolour painters, inviting them to a meeting to discuss his proposed idea. The response was positive and the Escarpment Group of Painters in Watercolour was established. It was agreed that as a formal group they could devote themselves to creative watercolours although as individuals they were, of

course, free to work in any other media they wished.

The group's premier exhibition was held in November 1979 at the Pet-teplace Gallery in Hamilton. Each work was created especially for the show. The launching was a success, one reviewer wrote: "The immediate impact of this show is colour... strong, clear, vivid. No wishy-washy tones here!... The crowds that packed the rooms were treated to a remarkably consistent quality of work..."

Of the original thirteen, twelve remain, each an accomplished artist in his or her own right. Their works have been shown in galleries throughout southern Ontario, in Montreal, Edmonton and abroad. They have each studied and taught extensively and had their work recognized with numerous awards and inclusion in juried shows. Various members of the group have paintings in



Detail from work by Dawn Beatty

collections in Canada, the United States, New Zealand, Germany, Wales, India, Jamaica, Ireland and England. There can be no doubt about the calibre of these artists.

The Escarpment Group of Painters in Watercolour is composed of Lyle Glover, founder; Marion Gow, Presi-

dent; Joseph Anthony, C.R. Barlow, Dawn Beatty, Betty Dawson, R.W. Fisher, Ken Gent, Ann Kloppenburg, Jim McConnell, Isabel Page and Shirley Walker.

To the non-painter, it is tempting to imagine that watercolour is a simple medium. We all had our little paintboxes as children; we can all remember dabbling away as the colours got muddy and the paper wrinkled. But in the hands of these painters, watercolour bears little resemblance to that childhood toy but becomes a medium of versatility and scope. Like the Escarpment that gives the group its name, there is an amazing diversity and variety to the paintings of the group. Styles range from the meticulous realism of C.R. 'Cec' Barlow to the simple but haunting images of Shirley Walker's landscape scenes to the delicacy of Marion Gow's still-lives. Although watercolours are often thought of as pale or almost transparent, the vivid, glowing colours of Lyle Glover's paintings challenge that assumption. It is because of their brilliant colours that he prefers to work with acrylic watercolours. But watercolours can also be soft and subdued. To achieve the gentle shades of his paintings, Joseph Anthony uses a technique called 'wet-in-wet'. The watercolour pigment is applied to a fairly damp surface which causes the colours to bleed together giving an almost ethereal quality. The detail can be added later with brush or pen.

Each member of the group does paint in watercolour but because there is such a variety of styles and techniques, there



Detail from work by Joseph Anthony

is no sameness about their work. Each painting is different, each painter unique.

The Niagara Escarpment is another common bond shared by these artists. Even though as a group they do not concentrate only on the Escarpment for their work, its influence is felt beyond the fact that the members of the group live in its shadow. It looms in the background of many of Cec Barlow's rural scenes and Ann Kloppenburg's landscapes. From his farm at the foot of the Escarpment in Milton, Joseph Anthony pursues his passion for painting rural Ontario scenes and buildings. When Marion Gow glances out her Hamilton studio window she sees the rocky face of the Escarpment. The Bruce Trail near her home in Campbellville is Isabel Page's favourite subject for her paintings. "It is rather cliché," she has said, "but I could find enough here to paint forever."

Although the Niagara Escarpment is many things to many people, none would argue that one of its greatest treasures is its magnificent natural beauty, a treasure that enriches all our lives. So it is only fitting that the Escarpment has given its name to this talented group who show us the beauty of our familiar world as seen through the eyes of our artists.



The Escarpment Group of Painters in Watercolour. Front row l to r: Dawn Beatty, Isabel Page, Marion Gow, Ann Kloppenburg, Betty Dawson. Back row l to r: R.W. Fisher, Joseph Anthony, Ken Gent, Jim McConnell, C.R. Barlow. Absent: Lyle Glover and Shirley Walker

DISASTER

AT DESJARDINS CANAL

The time was 4:10 p.m. The train chugged slowly out of the station at Bay and Front Streets in Toronto. Suddenly, remembering some unfinished business, a passenger named Twohy leapt off. Later he was to attribute his action to something transcending forgetfulness—a premonition of doom. But, clairvoyant or not, Twohy was a lucky man. He had just cancelled passage on a train ride to slaughter.

What remains one of the worst railway accidents in Canadian history occurred on March 12, 1857 when the little steam engine **Oxford** derailed while crossing a swing bridge and plunged 59 passengers and crewmen to their deaths in ice-coated waters of the Desjardins Canal.

The tragedy began years earlier when an enterprising businessman named Peter Desjardins had a dream: the construction of a canal to link the town of Dundas, Ontario (then Canada West) with Burlington Bay. Thus he hoped to rival the nearby port of Hamilton. In

1826 the Desjardins Canal Company was incorporated and construction began, although Desjardins' death the following year delayed the opening of the canal until 1837.

When completed, the waterway stretched 5 miles and was 60 feet wide and 12 feet deep. It prospered for 20 years through a system of tolls and made Dundas the busiest port on Lake Ontario. Local industry flourished as grain, lumber and general exports boomed.

But the obsolescence of the Desjardins Canal was foreshadowed in 1853 when the Great Western Railway laid track and joined Hamilton with Clifton (Niagara Falls). Trains, slow as they were in those days, provided speedier transportation than ships. Hamilton now had commerce by rail as well as water.

The Toronto extension of the railway was completed in 1855. Its route cut through Burlington Heights and a wooden swing bridge straddled the Desjar-

dins Canal. The tracks lay 40 feet above the water and spanned 60 feet across. There were three round trips daily between Toronto and Clifton. The trip out of Toronto on that fateful March Thursday, though, would be the last for some time to come.

The 23-ton **Oxford** had been returned to service only the previous day, having been overhauled in Hamilton. With its wood-laden tender, baggage car and two passenger cars, it chugged along toward its first scheduled stop, at Oakville. Engineer Alexander Burnfield was at the throttle, assisted by fireman George Knight, and a conductor named Richardson dozed in the baggage car. The on-duty conductor, Edward Barrett, was with the 80 or more passengers, most of whom were Hamilton-bound.

Two ladies boarded at the Oakville station, and a minister got on at Wellington Square (Burlington). At Waterdown, the final stop before Hamilton, a passenger who had gotten down to stretch his legs proved tardy and was left behind.

A mile outside Hamilton the train approached the swing bridge over the Desjardins Canal. Just before the bridge was a switchpoint where the Toronto branch line joined the main line to Clifton. Thomas Tribute had just relieved switchman Daniel Crombie who was about to board the train for home.

Passengers began gathering their belongings. Those awaiting the train at Hamilton could already distinguish the engine's smoke trailing off from afar in the twilight. Soon the train would round the bend and arrive at the station on schedule.

Burnfield slowed the **Oxford** as he made his approach. Tribute pulled the switch and, as all seemed normal, Burnfield proceeded across at about seven miles per hour.

Almost immediately the train was gripped by an odd and uneasy swaying.



Published by the Proprietor of the "Morning Banner."
HAMILTON, C. W.

Fifty-nine passengers and crewmen rode the train onto the bridge to disaster

Burnfield gave the whistle to brake. Behind the baggage car, Michael Duffy, the brakeman, peered ahead to see the trouble—the timbers were buckling under the weight of the engine. There would be no chance to brake.

Crombie, who had just swung onto the train, saw the peril and as he leaped to safety cried, "Jump!"

Duffy flung himself onto the embankment, then stared back in helpless horror.

The **Oxford** plunged through the shattering trestle, hurtling Burnfield into the air. It crashed through the ice, with the tender plummeting behind. The baggage car dropped, deflected off the tender, and slammed onto the ice beside. It slid across to one side of the canal as the nightmarish run was climaxed: in a thunder of shattering iron and wood, the passenger cars spilled downward.

The first car was somersaulted and landed flat on its roof, the impact killing many of its 50 passengers instantly. Of the rest, most died of exposure or drowning as the car flooded and sank.

A man named Clare, one of the few to escape from this car, later described his ordeal: "I felt a jerk and heard a whistle of the locomotive at the same time; then felt a second jerk and at the same time felt the car falling... when I became conscious after the fall, I felt a stove upon me, and at the same moment I felt for my child; I looked along the car but could see no one; half of my body was in water; I got out through one of the windows and felt something give way under me which I then believed to be one of the bodies of those thrown to the end of the car."

The body of Mr. Clare's child was found the next day.

Owen Doyle, his nephew and niece also survived. Someone had thrown the girl clear as the car settled and Doyle managed to extricate himself. The boy was rescued by a Mrs. House who had witnessed the crash from her home. Rushing down to the site she found the lad clinging to a window frame of the sinking car and she bravely forced her way to the wreckage and snatched him from an icy death.

Four other members of the Doyle family perished. Dead, too, was engineer Burnfield, his neck broken from the fall to the ice. Fireman Knight perished. Miraculously, however, Richardson, the off-duty conductor, was spared. Asleep in the baggage car when it took its plunge, he was hurtled through a window upon impact and suffered only cuts and bruises.



Remains of Desjardins Canal's pilings at Cootes Paradise

Conductor Barrett also escaped. In the account of the railroad's travelling auditor, Richard Jessup: "I was on the last car... When we passed the switch, I felt a sudden stoppage of the train... I looked through the end window and saw the conductor coming out at the opposite door. I heard a breaking of timbers, the conductor seemed to be trying to uncouple the cars by pulling the pin. He could not accomplish this and sprang off. I went to the door and after some little delay I opened it and jumped."

Many of the other passengers in the second car, about 30, also survived. When it toppled over the embankment the car ended its plunge propped against the stone bridge abutment. The soft upholstery of its double-facing seats helped cushion many of the passengers from fatal injury. Nevertheless 10 were killed, the rest seriously hurt when the car upended.

Word of the catastrophe soon reached Hamilton. At the station, panic seized those who had been awaiting loved ones. Taking sleighs and carriages they sped to the canal bridge, each hoping against the worst. They were joined by a stream of other people, curious and eager to help.

Throughout a long and bitterly cold night men laboured to rescue the injured and to recover the dead. Those trapped in the upright car were soon freed and given shelter and medical attention. Then, with rafts run out onto the ice, the men began the grisly task of removing the dead. Working under the illumination of a locomotive headlight, they stove in the roof of the submerged car with axes and pikes. As each body was recovered it was placed on a waiting raft from which it was hauled up the embankment on rope-tied ladders. The bodies were transported by train to an improvised morgue at a flour warehouse near the station.

Here the bereaved came to seek their families among the rows of sheathed

figures on the floor. Artists, with morbid commercialism, sketched scenes of the anguished relatives and subsequently offered their work for sale. The warehouse was cordoned off and patrolled by the local militia to guard against looting, one ghoul having been arrested as he rifled the corpses.

The dead were buried in a mass funeral the following Monday in a cemetery not far from the shattered bridge.

The results of a coroner's inquest released April 8 stated that mechanical failure, not human error, was to blame for the tragic accident. An axle of the **Oxford's** leading truck broke as it entered the trestle, which was not strong enough to allow for a derailment. The report recommended that the bridge be replaced by a steel structure with double track to obviate switchpoints. It also urged that trains should thereafter come to a full stop before crossing trestle bridges.

In the years that followed, timid passengers took advantage of that precaution. Whenever a train halted before crossing the new canal bridge, they would alight from their cars, cross the trestle on foot, and reboard when the train reached the other side.

The Desjardins Canal, once a thriving waterway, is today just an ugly marsh. A modern steel railroad bridge spans it near the site of two aged stone bridge abutments. Like giant decrepit bookends, they stand useless and half-forgotten. But theirs is a story of tragedy and sorrow unparalleled in Canada's infancy. An editorial in the Chatham **Western Planet** at the time expressed the bitter anguish of thousands:

"Better, infinitely better, that the whistle of the locomotive had never woke the echoes of our forest than that it should have sounded the death knell of so many human beings who have dyed this road with their blood." ■

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CUESTA TOUR

DIRECTIONS

Come with us on a leisurely ramble through some of the most varied and spectacular scenery in southern Ontario. Past waterfalls and wildflowers, alongside singing rivers and lush lowland bogs, through uplands and valleys we'll follow the Niagara Escarpment as it winds its way through beautiful Grey County.

Flesherton to Hoggs Falls: from the centre of the village of Flesherton take Hwy. 4 east for 1.7 km. Following the directional sign for the Lower Valley Road, turn left and proceed .9 km until you come to 'The Old Pepper Mill' on your left. Turn right directly opposite the Mill. This road travelling beside the Boyne River leads to the Ministry of Natural Resources' parking area .8 km along the road on your left. The falls are a short walk upstream along well-beaten paths.

Hoggs Falls to Eugenia Falls: return out along the Lower Valley Road and then to Hwy. 4 and turn left. Continue east for 2 km and turn left on to Grey Road 13 at the directional sign. Stay on G.R. 13 for 3.5 km entering the village of Eugenia and turn left as indicated by the Eugenia Falls Conservation Area sign.

Eugenia Falls to Hydro Flumes: proceed north again on G.R. 13 for 2.6 km. On your left, at the crest of the valley, are the surge tanks. Off to your right you can see the pipes that carry water down from Lake Eugenia, under the road to the tanks and then down the steep slope to the Hydro generating station in the valley below.

Flumes to Beaver Valley Ski Club: head north once again on G.R. 13 for 4.4 km until you reach the directional sign 'Beaver Valley Ski Club' on your right at the bottom of the valley slope. As the sign indicates, turn left onto Grey Road 30 and continue back along the valley floor. The ski club is on your right, 1.9 km along G.R. 30.

Beaver Valley Ski Club to Old Baldy: go back out along G.R. 30 to G.R. 13 and turn left. On your right is an impressive view of Old Baldy rock face.

Old Baldy to Talisman Mountain Resort: proceeding north for 1.8 km on G.R. 13 pass through the village of Kimberley. Just beyond Kimberley, G.R. 13 swings northeast. At the signs indicating 'Ski Area', 'Talisman', bear left onto Grey Road 7 and continue travelling north over the Beaver River to the Talisman Mountain Resort sign on your left.

Talisman Mountain Resort to Epping Lookout: back on G.R. 7, continue north again for 7.8 km. The Epping Lookout Park is on your right at the top of the steep valley slope.

Epping Lookout to Walters Falls: leaving the Lookout Park, turn right on G.R. 7. Continue north for 7 km and turn left at the first road past the junction of G.R.'s 7 and 4. Proceed west on this road past two stop signs for 7.9 km and turn left. Follow this winding road for 4.8 km through Bognor. Turn left at the sign for Grey Road 18. Proceed west on G.R. 18 for 2.9 km until you reach the stop sign at the end of the road. Turn right. As you enter the hamlet of Walters Falls stay on this road until the stop sign at the corner of Victoria Street. Turn left onto Victoria St. and head down the hill. The Walters Falls Milling Co. is on your left, a millpond on your right.

Walters Falls to Bognor Marsh: stay on Victoria Street and continue west, up the hill and past the new lumber mill. .8 km beyond the feedmill at Walters Falls turn right onto Grey



Jones Falls

From the parking area by the Tourist Association offices take the hiking trail that crosses over a small stream. This path links up with the Bruce Trail and leads to the vantage point with the best view of Jones Falls. This scenic waterfall is the Pottawatomi River's plunge over the edge of the Niagara Escarpment. The river below the falls is teeming with life. Rainbow trout and coho salmon use this spot as a spawning ground and both brown trout and splake feed here. Within the 166-hectare conservation area are picnic and water facilities, hiking trails and cross-country ski trails. If you would like any further information on attractions, accommodations or directions in Grey and Bruce Counties, be sure to stop in at the Tourist Information Centre.

Bognor Marsh

The diversity of this 620-hectare Forest Management Area makes it perfect for educational studies and orienteering but equally important, it is a beautiful and fascinating natural environment to explore and enjoy. Walk along the boardwalk by the still waters or climb the tower for a broader view of this haven for waterfowl and wildlife. Hike the trail that takes you through the swampy lowland, up the Escarpment to the hardwood forests and cliff-top lookout. But step carefully as you go, for the marsh edge and Escarpment slope are favourite spots for fragile wildflowers and delicate ferns.



Beaver Valley Ski Club

The river wanders along the valley floor; beyond the hills rise up. It's easy to see why alpine skiers have been coming to this spot for almost 40 years. Since 1967, when the ski club purchased the property, they have planted as many as 3000 trees annually and created 23 runs, ranging from beginner to expert. The hills are serviced by six lifts. Between ski seasons club members play tennis, fish or swim in the crystal waters of the Beaver River or just look up and dream of white stuff falling. The facilities are private with some limited public access for skiing. The public is also free to walk the Bruce Trail where it crosses the club's land. Beaver Valley Ski Club: (519) 986-2520

Road 29. Proceed north on G.R. 29 for 3 km until you come to a crossroads with a church on the left. There are pioneer tombstones behind the church. Grey Road 29 swings west at this junction. Turn left and stay on G.R. 29 following the road as it heads west dropping into the Bighead Valley. After 1.4 km, signs indicate where G.R. 29 turns north once more. Stay on G.R. 29, turning right, and continue north for 3.7 km through Bognor. Turn left at the sign for Grey Road 18. Proceed west on G.R. 18 for 2.9 km until you see the sign and parking area for the Bognor Marsh Management Area on your right.

Bognor Marsh to Inglis Falls: head west again on G.R. 18 for 12.5 km, crossing over Hwy. 6/10. As indicated by the Inglis Falls Conservation Area signs, turn off G.R. 18 at first right past Hwy. 6/10 and follow this road .5 km to the park entrance on the right.

Inglis Falls to Owen Sound: heading back out through the park gates turn right onto the Inglis Falls Road and continue past the Grey Sauble Conservation Authority Administration Building. The road follows the Sydenham River and travels between steep rock walls where fresh springs bubble. Follow road to the stop sign and turn right onto 2nd Avenue East in the City of Owen Sound.

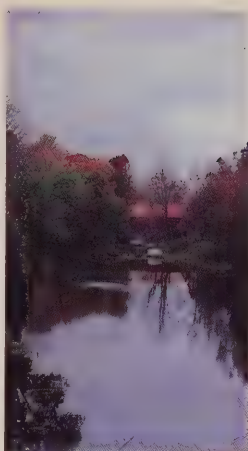
Owen Sound to Pottawatomi: take 2nd Avenue East through the business section of Owen Sound. At 10th Street East, turn left and continue for 4.2 km. 10th Street heads west where it becomes Hwy. 6/21. Continue along Hwy. 6/21 to stop lights marking junction with Hwy. 70 north. Turn right. The main park entrance is off Hwy. 70, just north of the junction of Hwy. 70 and Hwy. 6/21 at the Tourism Information Centre.



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Walters Falls

Conservation Area is 180 hectares of scenic woodland paths, cross-country ski trails and picnic facilities with the Peterborough River running through the property. Tumbling over rocks and boulders, the river is churned white with foam as it cascades over the Escarpment. The 30-metre drop of 30 metres has carved a deep gorge at the base of the falls. Peter Hogg's harnessed this tremendous power when he built his grist mill here in 1895. Original millstones, relics of a bygone era are on display in the park. Above the weir that stored water for the vanished mill still stands. Although it no longer turns millwheels, Inglis Falls has none of its power to enchant.



Walters Falls

White water, millponds and water wheels are symbols from an earlier industrial age. Today beside Escarpment waterfalls the crumbling remains of mills are abandoned and silent. But not everywhere. Here at Walters Falls is one of the few water-powered working mills still in operation. Owned and run by the Walters Falls Milling Company this feed mill occupies the fourth mill building on this site. Part of an old foundation, dated 1867, is all that is left of earlier enterprises. The millpond for the mill is behind the building. The still water across the street was once the pond for a sawmill that was destroyed by fire. While so often only ruins stand in mute testimony to that vanished age, Walters Falls is a bit of the past that still works.

Apple Orchards

Sheltered by the Escarpment's high ridge and benefiting from the moderating influences of the waters of Nottawasaga Bay, the mouths of the Beaver and Bighead Valleys are perfect apple country. Approximately 2,430 hectares of orchards grow heavy each summer with crisp Macintosh, tart and tangy Northern Spy and sweet Red Delicious. These and other varieties add up to a yearly harvest of two million bushels with an annual farm-gate value of 8 million dollars making this triangle of land Ontario's major apple-producing area.

Old Baldy

A venerable landmark, much photographed and much admired, this majestic rock face stands almost 152 metres above the valley. Highly glaciated during the last great ice-age, the valley was widened, its sides scoured smooth by the immense rivers of ice that surged along its length. The glaciers eroded the soft underlayers of the Escarpment, leaving the harder dolostone cap exposed at the top. Impressive and rugged, sheer-sided Old Baldy is one of the most distinctive of the Escarpment features that crown the cliff-lined corridor of the Beaver Valley.



Looking Out

The view and beautiful the valley stretches out below you. Far across its horizon loom the Blue Mountains. The Beaver Valley splendour should never be missed and the Lookout Park with its picnic facilities invites the visitor to enjoy the view. Perhaps it is the contrast of the gentle tree-lined river and the patchwork quilt of pasture and orchard set against the stark cliffs of the Escarpment that makes this panorama so compelling. But it is a breathtaking vista and there is nothing else quite like it.



Talisman Mountain Resort

Each season, this resort hotel offers guests a wide variety of activities. A nine-hole golf course, pool, tennis courts, cross-country ski trails, 13 downhill ski runs with five lifts, access to miles of woodland paths along the Bruce Trail and the Beaver River, perfect for canoeing, there is indeed something for everyone. From the main lodge to the spectacular scenery of the surrounding area, Talisman truly is a 'bit of Europe' very close to home. Talisman Resort: (519) 599-2520

Hoggs Falls

In the steep-sided and narrow Beaver Valley is the first of our waterfalls. The Boyne cascade is a sheer and shimmering curtain of water over the rock. Much of this land has been owned by the forest and only faint remains remain of William Hogg's grist mill. Today the site is protected as a forest reserve managed by the Ontario Ministry of Natural Resources. The clear waters of the gorge abound with speckled trout and bass. Fishing and fishing is permitted in season, within the 83 hectares of public lands.

Talisman Mountain Resort

Beaver Valley Ski Club

Hoggs Falls

Eugenia Falls

Hydro Flumes

Hydro Flumes

In 1915 Ontario Hydro utilized the height of the Escarpment and built a hydro-electrical plant here. After more than 70 years Eugenia is still producing, feeding 3500 kilowatts into the Ontario grid. Wooden stave pipes carry water from Lake Eugenia, the storage basin, to the surge tanks at the lip of the valley. These tanks absorb any surges of water and prevent vacuums from forming and collapsing the pipes. The water then drops through a steel penstock to the turbines that feed two fully automated units. These operate unattended 24 hours a day, 365 days a year. The difference in height from intake up at the lake to the tailrace water beyond the plant is 168 metres, giving Eugenia the highest head in the Ontario system.



Eugenia Falls

This spectacular waterfall is where the Beaver River takes its 30 metre plunge over the sheer Escarpment cliff. There was a small gold rush here in the 1850's until it was discovered that the shiny metal sparkling through the water in the gorge was only worthless pyrite—fool's gold. But the roaring waters have yielded treasure of another sort—water power to turn mill wheels and electrical turbines. The ruins of a generating plant, built in 1895, can still be seen from the lookout. The Conservation Area, managed by the Grey Sauble Conservation Authority, comprises a 23-hectare site with picnic facilities, walking and cross-country ski trails and forested areas.





Owen Sound

In this place the Indians once called Wadineedon—the beautiful valley—is the charming city of Owen Sound. When Samuel de Champlain passed this way in 1616 he saw a large native encampment on this site. The first settlers came to harvest tall timber and rich furs but some stayed to clear and farm the land. By the end of the last century the natural harbour of the Sound was busy and bustling as ships loaded with cargo and passengers steamed in and out. The settlement was perfectly situated for shipping to the lakehead and in 1920 Owen Sound was incorporated as a city. The Great Lake Elevator Company built a million-bushel grain elevator here in 1925 and later enlarged the capacity to 4 million bushels.

Today, Owen Sound is a city of 20,000 that combines modern facilities with unequalled scenic beauty of the Niagara Escarpment and Georgian

Bay. Located at the hub of one of Ontario's most beautiful year-round vacation areas, the city itself has over 50 hectares of parks and playgrounds. The vibrant downtown offers excellent shopping with ample parking. Community services—library, art gallery, farmer's market, Chamber of Commerce, Tourist Information Centre—are all within walking distance.

Tom Thomson, perhaps the most well-known of Canada's Group of Seven painters, grew up in the Owen Sound area and the Tom Thomson Memorial Art Gallery has an impressive collection that includes works of Thomson and his associates as well as other examples of Canadian art from the 19th century to the present.

The visitor to the County of Grey-Owen Sound Museum is invited to take a step back into yesterday. The museum portrays the natural and social history of the city and county and ex-

hibits collections of artifacts, tools, art and pioneer buildings. The log house, log cabin, blacksmith shop and farmhouse have been completely restored.

Owen Sound is also the hometown of Canada's World War I flying ace, Billy Bishop. His home on 3rd Avenue is identified with an historic plaque.

The boom days of the lake steamers are long over and today the harbour is alive with pleasure boats and yachts. The waters of the Sound are dotted with the bright sails of windsurfers and the giant ferry Chi-Cheemaun has her safe winter berth here. The Sydenham River, once tapped to turn the mill wheels of industry, now wanders gently through green parks. The surrounding hills that echoed to the fierce battles of the Huron and Iroquois are today rolling farmland. Although much has changed, one thing remains constant; Owen Sound, by the blue waters of Georgian Bay, still nestles in its beautiful valley.

Places of Interest in Owen Sound:

- Harrison Park
Main Entrance off 2nd Avenue (376-0265)
- Mill Dam and Fish Ladder
2nd Avenue West (376-3067)
- County of Grey-Owen Sound Museum
975-6th Street East—opposite Holiday Inn
(376-3690)
- Farmer's Market
8th Street East—behind City Hall
Saturdays only
- Tom Thomson Memorial Gallery
840-1st Avenue West (376-1932)
- Billy Bishop House
948-3rd Avenue West
To be opened in June, 1986
- Heritage Centre Marine Rail Museum
1st Avenue West—along Inner Harbour
(373-3333)
- Owen Sound Marina and Yacht Basin
124-24th Street West (371-3999)
- Chamber of Commerce
114-8th Street East (376-6261)



ESCARPMENT HISTORY REVIVED

WELL PRESERVED



137 years old and better than ever

"If only these walls could talk!"

How many times have you heard those words as you followed your tour guide through Casa Loma, Dundurn Castle or other historic homes now doing worthwhile service as museums and tourist attractions in your community?

There are many fine old homesteads along Ontario's Niagara Escarpment and, if the walls **could** talk, one such Georgian house, the McKinlay-McGinty House in West Flamborough township near the town of Dundas, would reveal a very special tale indeed. It is a story not simply of an historic home being 'saved' and made into a museum—a three dimensional snapshot of days gone by—but rather of a building being lovingly restored to its former architec-

tural glory, then folded back into the community as a private residence. But we're getting ahead of ourselves; let's go back to the beginning, to rural Ontario in the early 1800's and pick up the thread of our tale as settlement is getting underway in the Dundas Valley at the west end of Lake Ontario.

Picture, if you can, those days of narrow, rutted, often muddy roads (some now the routes of multi-lane highways), as settlers from England, Scotland, Ireland and other parts of Europe arrived in the rugged, wooded Escarpment 'wilderness' to start new lives. The War of 1812 was over and by the early 1830's much of this wilderness was rapidly retreating before the axe, the saw and the plow as the settlers' skills

and entrepreneurial energy were applied to the land.

One such newcomer was William McKinlay, who came from the United States to West Flamborough township, on the valley's north rim and, like many of his fellow new Upper Canadians, set about to establish himself in the community.

William, it seems, had a goodly share of energy and entrepreneurial skills, for having bought Lots 3 and 4, Concession II (one for 25 pounds and the other for 28 pounds), it wasn't long before a thriving iron foundry was established. Since his was the only foundry in the township at that time, McKinlay soon became a successful businessman, supplying threshing machines and other

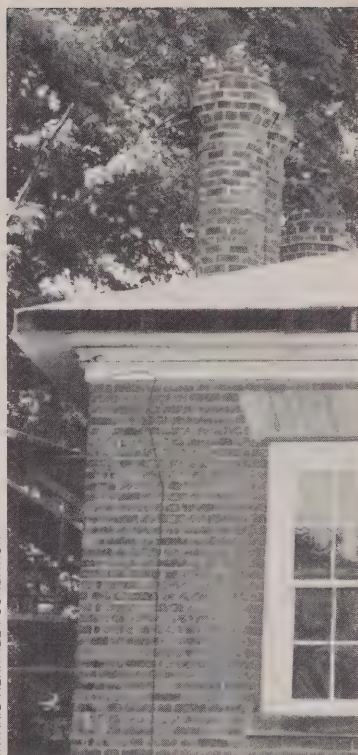
equipment to the surrounding agricultural community. There is some question about the date of construction of McKinlay's house (which was built on the second three-quarter acre lot fronting on Hwy. 8 east of Christie's Corners) but it seems that it was finished and occupied sometime during the late 1830's or early 1840's.

Whenever it was built, the magnificent 2½-storey, 3,000-square-foot home with its stately columns, palladian windows and gracious central stairway, was no doubt a fitting reflection of McKinlay's station in life as a successful businessman, local philanthropist and elder in the Presbyterian Church. William and his wife Elizabeth brought ten children into the world, yet only four survived to adulthood, a sad commentary on the effects—even among the well-to-do—of the then uncontrollable childhood diseases during the early days of Ontario's history.

William McKinlay himself died in 1849, at the age of 42, but Elizabeth, who later married a Mr. John Hore, stayed in the house until her death in 1878.

In October of 1878 the property was sold to a Rev. George Crystal and then to one Israel Kelly for the sum of \$1,100. The house remained in the Kelly family until 1922. From the time of Israel Kelly's death in 1915 until it was sold to Hugh McGinty, a retired farmer, the house stood empty and fell into disrepair.

During these first two periods in the life of this venerable old home (the 35 years of the McKinlay period and the 42 years of the Kelly period) few changes were made to the original form and substance of the property. By 1922 when the house was over 70 years old, it was still in reasonably good condition, even given its seven year vacancy prior to 1922.



ONTARIO HERITAGE FOUNDATION

When Hugh McGinty died in 1932, the house passed to his bachelor son, Hugh I. McGinty. McGinty Jr. must have been a talented hard-working man who, during the fifty years he occupied the house, managed to keep the property in good repair—in spite of several years' employment away at lumber camps in northern Ontario. During more recent years, he worked as a machinist in Dundas and, in the final years before his death in 1982, became rather reclusive, confining his attention to minor work on the house and its surroundings, and to his hobbies of bee-keeping and furniture refinishing.

When he died, Hugh McGinty did something rarely done to date in Ontario—and here begins the very special part of this tale. Because of his interest in the history of the West Flamborough area and of his love for the house, he bequeathed his property to the Ontario Heritage Foundation, a charitable agency of the Government of Ontario dedicated to the preservation of the province's cultural and natural heritage.

Rather than turn the house into a museum or convert it to some other use requiring ongoing management, the Foundation began a project to restore McKinlay-McGinty House and its surrounding grounds to their former glory, and to return it to private ownership, retaining an easement registered on title protecting the architectural character of the building. Historical architects and other specialists were brought in to carefully evaluate all aspects of the building's structure. Detailed plans were drawn up and area craftsmen were called in to restore decorative cornice work, four octagonal chimneys and other brickwork, fireplaces, doors, windows and floors. Major work was done on the basement foundation walls and floors and some changes were made to upstairs room layouts to render the house more comfortable for modern family use. The entire property, including the 'new' 137-year-old house, a restored carriage house (now a two-car garage) and landscaped ¾ acre lot, were placed on the real estate market.

Through this innovative blend of public initiative and private stewardship an historic old home—a part of our Escarpment heritage—has been saved and funds have been generated for use by the Ontario Heritage Foundation in restoring and preserving other historic properties.

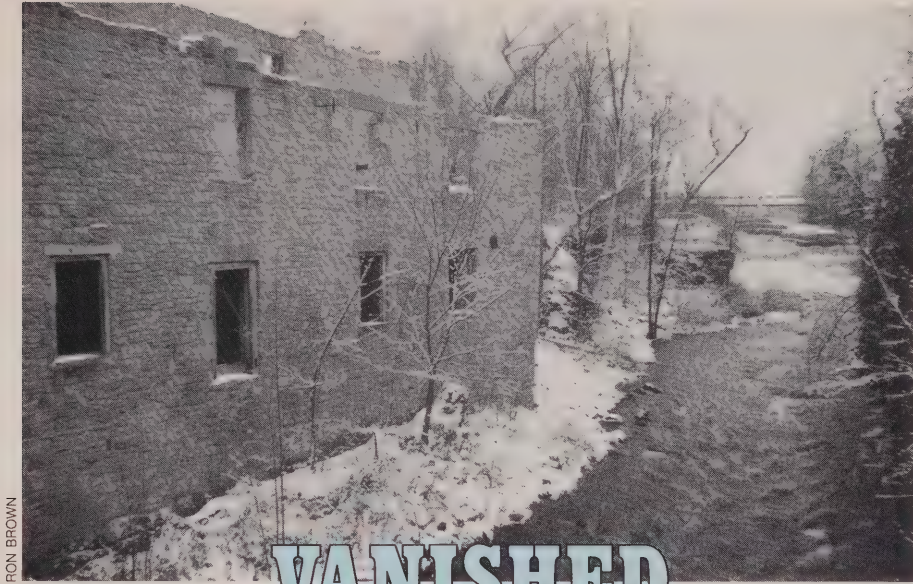
Ontario's Niagara Escarpment has many fine examples of cultural and natural heritage worthy of preservation. The McKinlay-McGinty House is just one example of how such protection can be imaginatively achieved.

If you have a significant historic or natural Escarpment property, why not contact the Ontario Heritage Foundation and learn how your careful stewardship today can continue to benefit your fellow Ontarians for generations to come.

The Ontario Heritage Foundation
77 Bloor Street West
2nd Floor
TORONTO, Ontario
M7A 2R9

ONTARIO HERITAGE FOUNDATION

GHOST TOWNS



VANISHED

GLORY

Ghost towns usually conjure an image of tumbleweed, cactus, and creaking doors. Yet beside the waterfalls, the cliff-tops and the mansions of Ontario's own Niagara Escarpment lie the relics and ruins of towns that only a few generations ago were home to noisy industries and toiling families.

The Escarpment reflects much of Ontario's history and geography. As each phase of Ontario's history faded into the next, the geographic needs of its towns and villages changed, often drastically. Towns and villages which failed to change with the times dwindled and died to become ghost towns. After 1814, when threats from the U.S. subsided, the military settlements with their needs for defence locations gave way to the water power and transportation needs of the pioneer towns. Soon roads replaced the water routes and rail replaced the roads. Then, the temperance movement, the automobile, and rural mail delivery killed many of the ubiquitous farm villages. Beyond the fertile farmlands and over-eager exploitation of timber, fish and minerals brought a heady boom and precipitous bust to Ontario's resource towns. Ontario's cycles of boom and bust have left their mark on the Escarpment. Along it lie dozens of ghost towns, some vanished, some partly occupied, some preserved, that tell an unusual and little-known part of Ontario's story.



Ruins of John Deagle's flour mill and power house at Cataract

Ball's Falls

The year was 1807. Brothers John and George Ball trudged through the undergrowth that then covered the

Niagara Peninsula. Their destination was a 1200-acre grant of land on Twenty Mile Creek, their reward for military service in the renowned Butlers Rangers. Here, at the lower of two waterfalls, they built a grist mill then added saw and woollen mills at the upper falls. The village boomed adding a general store, lime kiln, blacksmith and barrel maker. The woollen mill soared five storeys and clattered to the sound of eight looms. A nearby boarding house lodged the all-woman work force. Wooden cabins hugged the dirt road that linked the two cataracts. For four decades the town thrived as the industrial hub of the Niagara Peninsula. Then in the 1850's the death knell sounded. As the sweating navvies of the Great Western Railway hammered their rails across the flat lands below the Escarpment, Ball's Falls became a backwater. By 1880 the grist mill was the only industry and in 1912 it too fell silent.

Today the site lies within the Ball's Falls Conservation Area. The wooden grist mill, now one of the oldest such structures in Ontario, houses a museum. Beside it the conservation authority has moved in pioneer buildings from throughout the region. However, in the forested fringes of the park lurk old walls and faint foundations that tell of the vanished glory that was once Ball's Falls.

Crooks Hollow

In 1813 a brawling army of American troops stumbled ashore at Niagara-on-the-Lake, then capital of Upper Canada. The uncontrolled mob raced through the town burning what they couldn't steal. A Scottish emigrant, James Crooks, grabbed his family and fled west in search of safer ground. At the head of Lake Ontario where Spencer Creek tumbles down the Escarpment he stopped.

Here, near James Marden's grist mill Crooks began a small industrial empire that would rival that of the Ball brothers. Between 1813 and 1830 he built a distillery, a linseed mill, a cloth carding factory, a woollen mill, an agricultural implement factory and Upper Canada's first paper mill. The site soon attracted other industries and until 1915 hummed with activity. However, the rivalry of the larger towns of Dundas, Burlington and Hamilton silenced the little creek. Today, as with Ball's Falls, the site is part of a conservation area. Along the now forested banks of the creek, walls and foundations of several of the industries await the explorer.

Credit Forks/Brimstone

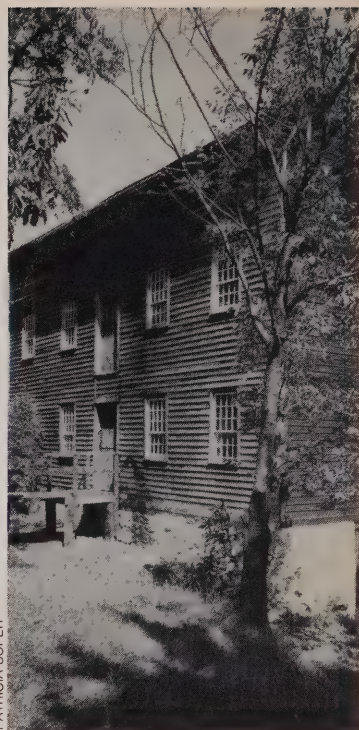
Ontario's building boom of the mid 19th century called for huge supplies of building materials and in particular limestone. By the 1880's three quarries rumbled and echoed in the valley of the Credit River. Skilled workers and managers lived above the Escarpment in the attractive town of Belfountain, while beneath the looming cliffs the unskilled miners crowded together in two villages: Credit Forks and Brimstone.

Stones from the Big Hill Quarry at Brimstone were carried by creaking overhead tramway to the CPR station



Ball's Falls

PATRICIA SOPER



Ball's Falls

PATRICIA SOPER

perched high on the hillside. Here the stone was lowered onto flatcars waiting on a special siding. From the Forks Quarry high above the village of Credit Forks the stone was moved by a simple yet ingenious device. Two tramways were laid out side by side. As a full car descended from the top, its weight pulled the empty car up from the bottom by pulleys. At the halfway point the stone was transferred from the full car to the empty car. The weight of the lower car descending then pulled the upper car back up to the quarry. The third quarry, called the Crows Nest, however, lay a kilometre from the railway. To reach it, the CPR extended a branch line up the valley.

The quarries were not the Forks' only industries. Brimstone could also boast a busy brickworks while a fifteen oven lime kiln belched smoke beside Credit Forks. Production in the valley peaked in 1886 when the miners feverishly wrenched out stone blocks for Ontario's massive legislative buildings then under construction in Toronto.

Depletion in supply soon combined with cheaper alternative sources to silence the industries in the valley. Today the quarries are overgrown and the brickyard has become a ski club. The stone walls of the lime kiln lurk in the woods not far from the Bruce Trail, while near the hairpin curve in the road that

winds out of the valley are the bridge abutments and the embankments of the Crows Nest branch of the railway. In the villages a few original buildings linger, some renovated. Most, however, have vanished to be replaced with modern estates protected by chain link fences and guard dogs.

Cataract

Just five kilometres north of the Forks stands yet another Credit Valley ghost town. Here the Credit River plunges over a 20-metre ledge of limestone. The power of the cataract attracted several mills as well as a brewery along with stores and hotels. So fierce was the torrent that John Deagle converted his flour mill into an electrical generating station and supplied customers as far away as Orangeville and Alton.

By the time the power plant was shut down in 1944 most of Cataract's other industries had vanished. Today new homes have located on the abandoned lots and one of the hotels now renovated has become a widely acclaimed restaurant. However, on the fringes of the village abandoned roads lead to empty yards while in the gorge the stone shell of John Deagle's mill overlooks the foaming water of the river.



ARCHIVES OF ONTARIO

John Deagle's power house when in operation

Whitfield

As pioneers filled the fertile farmlands along Lake Ontario's shores, their sons began to press for the opening of Ontario's timbered backlands. Soon a string of colonization roads twisted northward from the lakeshore. At first only trails through the forest, they soon felt the footfalls of pioneer settlers.

Hurontario Street was surveyed from Port Credit on Lake Ontario to Collingwood on Georgian Bay. Opened in 1848 it remained rough and occasionally impassible. Because travellers could journey only 20 kilometres each day, stage stops were built at roughly 10 kilometre intervals, or half a day's travel.

Whitfield, 15 kilometres north of Orangeville, began as one such stopping place then quickly grew into a farm service village. By 1900 it could boast three stores, three blacksmiths, three churches, a school, and one hundred residents. Stages clattered off daily for Shelburne and Primrose and cost 25 cents.

Its decline was gradual rather than sudden. As cars replaced horses, as larger towns such as Shelburne and Orangeville became more accessible, Whitfield lost its businesses one by one. Today the crossroads can count only a church and the former Orange Lodge. Rolling fields and pasturelands have claimed the rest.



RON BROWN

Morden's grist mill at Crooks Hollow



ARCHIVES OF ONTARIO

Most of these miners' cabins at Credit Forks village have disappeared to be replaced by large estates



RON BROWN

Whitefield Church

Ruskview

Ruskview may be the most scenic of the Escarpment's ghost towns. Located two kilometres east of Hurontario Street, it developed as a crossroads hamlet atop the north rim of the spectacular Pine River Valley. Settled in 1848, Ruskview remained small and even at its peak had no more than a store, church, school, Orange Lodge, a pair of blacksmiths, and a handful of houses. Like Whitfield it declined when larger towns became more accessible. Today, only the store, now a residence, the empty school and blacksmith shop overlook one of the Escarpment's least known yet more spectacular views.

Lavender

Lavender was yet another stopping place on Hurontario Street. Before the road was even completed Israel Masten had opened a hotel.

As settlement progressed Lavender grew into a busy crossroads village and by 1880 contained, in addition to the hotel, two stores, two churches, a temperance hall and a cheese factory.

Today the church, a former store, and one time hotel still crowd the quiet intersection. Although the village is surrounded by flat fields, only a few kilometres north Hurontario Street plunges over the lip of the Escarpment and down into the valley of the Noisy River.

Strathaven

In the 1860's pioneers began clearing the plateau above the Escarpment near Georgian Bay. Among them J. Thomas and his sons discovered a water power site on the forested banks of the Bighead River, where they constructed a flour, shingle and sawmill to serve the needs of their fellow pioneers.

The farmlands proved lush and Strathaven boomed. McNab Avenue was laid out as its main street and along it stood two general stores, a blacksmith, a wagon maker, a school, a church, a Forester's Hall and a string of simple wooden houses.



RON BROWN

As the early years of the new century passed, Strathaven stagnated. It would welcome no more industries and no railway would come anywhere near it. Like its fellow farm villages it gradually lost its functions and its buildings.

Although McNab Avenue still leads off Concession 8, it is now only a rutted dirt lane. Passing by foundations, weedy yards and a rusting baseball cage it finally ends at the river. Here a pair of barns and a house that was once a store are all that survive from Strathaven's glory days.

Cape Rich

Between 1850 and 1870, when railways reached the shores of Georgian Bay, the rich fishery of its water could finally be tapped. Soon fishing villages appeared at nearly every cove.

Scarcely had sweating navvies hampered in the last spikes of the Hamilton and Northwestern Railway than Don McLaren laid out a town plot of seven blocks on a headland of the Niagara Escarpment north of Midland. The lots quickly filled and Cape Rich soon claimed seven separate fishing operations.

To service an agricultural hinterland bootmakers, carpenters, coopers, brick-makers and a grist and sawmill appeared in the village.

By the turn of the century newer fishing boats powered by diesel could travel longer distances and fishermen then began to locate at the harbours which had railways. Cape Rich quickly lost its importance as a fishing port.

An unusual turn of events sealed the village's fate. In the 1940's the entire headland was selected by the army as a tank range. Tankers blew to pieces structures that had survived up to that time. For security and safety reasons the site remains inaccessible.



Former school and blacksmith shop at Ruskview



Wooden lighthouse at Presqu'île

RON BROWN

Presqu'île

The arrival of the steel rails on Georgian Bay also sparked the rise of steamer traffic. In the early years these wood powered vessels needed frequent refueling stops. Ten kilometres north of Owen Sound a small peninsula named Presqu'île provided both lush timber for the ships' boilers and shelter from Georgian Bay's merciless gales.

Here Dan MacKenzie built a wharf, warehouse and lighthouse. The following year, 1874, steamers made 348 refueling stops.

Presqu'île's future seemed promising and surveyor Charles Rankin laid out a townsite with four streets. By the mid 1880's the fledgling town contained a store, a blacksmith, a wagon maker and a grain elevator.

But as the wood supply dwindled and steamers replaced wood with coal, Presqu'île quickly faded. As the business and industries vanished, cottages began to line the shoreline and a local service club acquired the town site. The lighthouse and store remain as part of the club's operation while a pair of the original houses are now summer cottages. The waters of the bay today are as busy with the roar of motorboats as they once were with the puffing of steamers.

Ghost Lake Mill

High above the frigid waters of Georgian Bay near the brink of the Escarpment are the sparkling waters of Gillies Lake. Cursed by the local Indians the lake was more popularly known as Ghost Lake. Lumberman Horace Lymburner and his son Robert were more interested in the forests of the northern Bruce Peninsula than they were in any Indian curse.

But to get the wood from the top of the Escarpment, sixty metres high, to the waters of Georgian Bay for shipment was Lymburner's problem.

He took a bold step. From Ghost Lake he dredged a channel and constructed a wooden skidway to the Escarpment rim. The logs plummeted the remaining distance into a pond far below. On the narrow boulder beach at the base he added his mill, his residence and a cluster of simple workers' cabins. But what of the curse? Shortly after the 'Nellie Sherwood' hauled the first load of lumber from Lymburner's mill the vessel disappeared and was never seen again. To this day it remains one of Georgian Bay's mysteries.

If there was a curse it was shortlived for Lymburner managed to cut and ship

12,000 board feet of lumber per day. However, by 1905 fires and rapacious logging practices had depleted the Bruce of its forests. Lymburner closed his mill and sold his holdings. Fires eventually destroyed most of the tiny town and today only the remains of the flume and skidway survive. Despite road access this portion of the Georgian Bay shoreline seems as remote and windswept as that day in 1880 when Lymburner began his long vanished mill town.

These are but twelve of the Escarpment's more explorable ghost towns. Along its shores, its roads and its waterfalls dozens more ruined towns, villages and hamlets await the explorer. On the Bruce Peninsula fishing and sawmill harbours like Wingfield Basin, Stokes Bay and Red Bay have either been replaced by cottages or left to the wind and waves. Near Owen Sound the once busy Inglis Falls with its now silent mill and hotel is preserved in a conservation area while on the slopes of nearby Beaver Valley the abandoned Epping church commands a magnificent view. On the slopes of the Pine Valley the one-time milling villages of Black Bank, Banda and Randwick wither in weedy fields.

Near the Escarpment cuesta in Halton and Peel lie the ruins of Knatchbull, Sayer Mills and Boston Mills, while along the Niagara Peninsula the stately willows of Jordan Harbour are all that remain of a once busy fishing and shipping port.

The mighty Niagara Escarpment is rich in both natural beauty and in history. Its ghost towns are one of the more unusual chapters in its story. ■



RON BROWN

The channel where Horace Lymburner floated his logs

ESCARPMENT INDUSTRY



NIAGARA'S BOUNTY

The postcard vista from the cellar door of Vineland Estates Winery takes in a gently sloping vineyard, a hardwood bushlot and the land below the Niagara Escarpment east from Vineland all the way to the lighthouse on the pier that juts out into Lake Ontario at Port Dalhousie in St. Catharines twenty kilometres away.

Niagara's newest winery—opened in August last year—is on the top slope of the Niagara Escarpment bench, one of the two rises between Beamsville and Vineland, west of St. Catharines. It sits among 18 hectares of tender vinifera grapes that are grown here because the gentle slope of the bench keeps the air moving to prevent a late spring killer frost or the deep-freeze winter temperatures that could kill the tender vines.

This movement of air creates a microclimate that affects no two rows of grapes the same.

Bench land, long considered too rugged to develop, has become the hottest grape growing area in Niagara's grape and wine country in the last five years. The quality grapes that grow best here and just off Lake Ontario are sought by

wineries that strive to make quality varietal wine (made from one predominant variety) to compete against European imports.

Between the two best growing areas is an 'iffy' area of dead air frost pockets where fickle weather means a good crop one year can be next year's disaster.

Talk to any grower about the bench and he'll say talk to Dieter. He is Dieter Guettler, the winemaker at Vineland Estates Winery which, when it officially opened late last summer, became the twelfth winery in Niagara.

He was Vice President of Wine Making Operations in Canada for Jordan and Ste-Michelle Winery in St. Catharines before he bought a farm of his own five years ago to become a fulltime grape farmer. Jordan and Ste-Michelle, one of the big four wineries, also has an experimental farm on the bench east of Vineland.

Other growers have been watching his ambitious development of bench land with interest. He wasn't content to accept the land the way it was so he moved in bulldozers and earthmovers to

reshape the bench into a gentle slope not unlike the topography of southern Germany.

"There were too many hills and dales because of the runoff from the Escarpment. There's little bench land that doesn't need grading," he said.

Topsoil from the St. Urban Vineyard was carefully scraped off and stockpiled. The subsoil was moved around to give the proper slope for a vineyard and the topsoil put back before a grapevine was planted. It was an ambitious, expensive project made possible by financial backing from West German investors.

Herman Weis, President of Vineland Estates, is a winemaker in the West German Moselle region (where St. Urban is the patron saint of grape growers), and also owns the largest private grapevine nursery in the country.

A total of 58 hectares on three different farms on the bench are planted in vines from his nursery. The farms, now coming into full production, supply the Vineland Estates Winery which is a converted dairy barn at the St. Urban Vineyard just south of Vineland. The two

other farms are in the Beamsville area.

"There are lots of five to twelve acre parcels of land on the bench, but it was unheard of to get a forty acre parcel," Guettler said about the St. Urban Vineyard which was a 28-hectare dairy, and later, pig farm. The rest of the land was just too rugged to sculpt into grapeland. He estimates there are another 4,000 hectares on the bench that could be used to grow grapes.

Chief among the grape varieties grown on the three farms is Riesling, a renowned German variety which makes a fruity, white wine. Other varieties include Pinot Chardonnay, a dry, crisp white wine; Bacchus, a low acid white wine now used for blending, and Polux, a new experimental German hybrid.

These are all very tender varieties which not too many years ago were considered too risky to grow. They can be wiped out if the temperature drops in the range of -22C to -24C for an extended period of time.

But that makes them hardy and produces a better quality Riesling than can be grown in Germany, Guettler believes. Warm summer days and cool nights bring about the right balance of natural sugar and acid in the grapes.

A dedication to bottling a limited amount of premium varietal wine from Ontario grapes is what sets the six small cottage wineries in Niagara apart from the six larger wineries. Four of the smaller cottage wineries are in Niagara-on-the-Lake which is bordered on two sides by Lake Ontario and the Niagara River, St. Catharines on the west and Niagara Falls and the Niagara Escarpment to the south. The water and the Escarpment moderate temperatures. It may be cooler longer in the spring, but it is warmer longer in the fall when certain varieties of grapes need frost-free harvest weather well into October.

Inniskillin Wines, the first such winery, celebrated its tenth anniversary in 1984. It is located not far from the Niagara River in Niagara-on-the-Lake and is run by Ontario wine "Ambassador" Donald Ziraldo who has fought hard to improve the image of Ontario wine. Co-owner and winemaker, Karl Kaiser, makes wine with a touch of the winemaker's art from his native Austria.

Not far away is Reif Winery which is owned and operated by Ewald Reif backed by a 100-year-old family winery in the Rhine Valley in his native Germany. It is one of two German style wineries in Niagara-on-the-Lake. The other is Hillebrand Wines that was started by Joe Pohorly as Neward Wines (after a former name of the town)

in 1980. He quit his job as the school board's technical consultant to start the winery which merged with Scholl and Hillebrand of Germany three years ago.

Chateau des Charmes, also in Niagara-on-the-Lake, makes wines more in the French tradition under winemaker Paul Bosc.

Besides Vineland Estates, the other cottage winery is Montravin Cellars in Beamsville. It was formerly Podamer Wines and still produces a champagne under that name.

The big four wineries are Andres Wines in Grimsby, Jordan and Ste-Michelle in St. Catharines and Brights Wines and Chateau Gai Wines in Niagara Falls. They produce a full range of wines from low cost house wines to higher priced varietal wines.

There are now two mid-size wineries in Niagara. Barnes Wines in St. Catharines on the bank of the first Welland Canal dates back to 1873 when ships' captains had barrels of ports and sherries rolled on board.

Paul Masson Winery, part of the mammoth Joseph E. Seagram Distilling empire, opened in Beamsville early last summer.

For a closer look at the classical art of winemaking, the Niagara wineries welcome visitors to tour their facilities. Strung out along the peninsula from Winona to St. Catharines and from Niagara-on-the-Lake to Niagara Falls the wineries, both large and small, offer tours to groups or to individuals to view this fascinating process from start to finish. Be sure to call ahead to confirm times and availability.

Andres: Fifty Road at QEW to South Service Road, Winona (416) 643-4131 or 1-800-263-2170

Barnes: Martindale Road at the QEW, St. Catharines (416) 682-6631

Brights: 4887 Dorchester Road, Niagara Falls (416) 358-7141

Chateau des Charmes: Creek Road at Line 7, St. Davids (416) 262-4219

Chateau Gai: 2625 Stanley Avenue, Niagara Falls (416) 354-1631

Hillebrand Estates: Hwy. 55, Virgil, Niagara-on-the-Lake (416) 468-7123

Inniskillin: Niagara River Pkwy. at 3rd Line, Niagara-on-the-Lake (416) 468-2187

Jordan & Ste-Michelle Cellars: 120 Ridley Road, St. Catharines (416) 688-2140

Montravin Cellars: 1233 Ontario Street, Beamsville (416) 563-5313

Paul Masson: South Service Road at Bartlett, Beamsville (416) 563-8247

Reif: Niagara River Pkwy., Niagara-on-the-Lake (416) 468-7738

Vineland Estates: St. Urban Vineyard, Moyer Road, Vineland (416) 562-7088 ■



ANDRES WINES LTD.

Hand picking of grapes has been replaced by mechanized grape harvesters

WINDSURFING

On any summer's day the lakes, rivers and reservoirs of the conservation areas along the Niagara Escarpment face new invaders. They pour into the parks, laughing and smiling, unstrap fibreglass boats from roof-top carriers, raise bright sails and launch these contraptions. Their rainbow-hued sails dance across the blue water. They catch and ride the wind like giant multi-coloured birds. They turn and glide and splash through the waves. The windsurfers have arrived.

Once this wonderful pastime was indeed a curiosity, a crazy fad for the hardy few. But each summer more and more people have discovered the thrills and challenge until enthusiasts from six to sixty have made windsurfing an accepted sport. It's now so accepted that it was recognized as an official sport at the last Olympic Games held in Los Angeles.

The first sailboard, a surfboard of 4 metres or less with a sail attached, was patented by California surfer, Hoyle Schweitzer in 1967. Although the sport had its beginnings in the United States it was in Europe that it first became popular. Sailboards were everywhere. From the Cote d'Azur to the Netherlands, just about every square metre of open water was covered with them. But North America is catching up. Across the continent sailboards are strapped to the tops of cars heading for the beaches.

What is the appeal of this sport? Give it a try and you'll understand. Once you feel the fresh breeze on your face, see the sun on the water and feel that first forward motion of the board beneath your feet you'll be hooked. The speed, the foaming water, the rushing wind and the sense that you are being pushed to the edge of your abilities all create an exhilaration that's not soon forgotten. It's guaranteed—you'll be back for more.

Of course it isn't quite as easy as the experts make it look. For beginners dunkings are the rule rather than the exception, so be sure to wear your life-jacket. For the not-so-expert a lesson or two might be in order and usually recommended.

Sailboards have been called 'bicycles of the sea' and like bicycles they offer fitness, fresh air and fun—especially fun. To add to the appeal, windsurfing is a relatively inexpensive sport. It has been



PATRICIA SOPER

'Bicycles of the sea'

RIDE THE WIND

said that this sport combines the best elements of downhill skiing and sailing but at a cost considerably less than either. Many sites do offer rentals of equipment but if you should decide that as a true devotee you wish to have your own sailboard, there is just a 'one-time' initial cost. There are no dock facilities to pay for, no expensive upkeep. Just drop it in the water anywhere. And for all its thrills, windsurfing is safe—as long as you don't mind getting wet now and then.

All you need now are wind, water and waves. Along the Niagara Escarpment and vicinity here's where to find some:

Credit Valley Conservation Authority (416) 451-1615

Orangeville Reservoir Conservation Area

This park has facilities for 1000 picnickers and a 182-hectare lake that is perfect for windsurfers. Motor craft are

not allowed on the warm, shallow lake and a gentle breeze is always blowing. From mid-May until the fall, equipment rentals and lessons are available at the lake. Rental fees include a short lesson for the novice. 1985's rates were:

- 1 hour - \$8
- 3 hours - \$20
- all day - \$25
- all day on weekends - \$30

Special events for the 1986 windsurfing season at Orangeville will include regattas, races, exhibitions and equipment shows, a racing camp and special guests.

For more information contact:

Tim Ord
Hobby Surf & Sail
Orangeville, Ontario
(519) 941-3688

How to get to the Orangeville Reservoir: the park entrance is on Hurontario Street in Orangeville at the junctions of Highways 9 and 10.



Kelso Conservation Area

Grey Sauble Conservation Authority (519) 376-3076

Because all of Georgian Bay offers such excellent conditions for windsurfing there is no one particular conservation area to recommend. All of the shoreline areas are great. Colpoys Bay at Wiarton and the Sound at Owen Sound are favourite spots for windsurfers.

In 1985 the Molson's Cup Windsurfing Regatta was held in the Sound. Lessons and equipment rentals are easily available in Owen Sound, Wiarton and other communities along the peninsula.

Halton Region Conservation Authority (416) 878-4131

Kelso Conservation Area

The lake at Kelso with its clean water and constant breeze is a windsurfer's dream. Only sailboards, canoes and small sail boats are permitted on the lake, no motor boats. Of course, you can use your own craft at Kelso but rentals and lessons are also available at the lake. Last season's rates were:

1/2 hour - \$6 1 hour - \$10

Special group prices are available for larger organizations such as Boy Scouts or Big Brothers.

This summer Kelso will host the annual August Windsurfing Regatta and a "Learn to Race Regatta".

For more information on special events or equipment rentals at Kelso contact:

Doug Leeming
Leeming Recreations Ltd.
(416) 878-6870

How to get to Kelso Conservation Area: from Hwy. 401 take Hwy. 25 south. From Hwy. 25 turn west onto Steeles Avenue and follow the signs.

Hamilton Region Conservation Authority (416) 525-2181

Confederation Park

This large park on the Lake Ontario Shore has become a favourite spot for area windsurfers. For information on rentals and instructions call the Authority or the Park Superintendent's office at (416) 547-6141.

Christie Reservoir

Although there are no equipment facilities at Christie Reservoir this 340-hectare park is a popular windsurfing area.

How to get there:

- Confederation Park: from the Queen Elizabeth Way take Hwy. 20 north to Confederation Drive, then follow the signs.
- Christie Reservoir: take Hwy. 6 north for 3.2 km past the junction of Hwys. 6 and 403 to Clappison's Corners at the top of the Escarpment. Turn west and travel on Hwy. 5 for 8 km.

Metro Toronto Conservation

Authority (416) 661-6600

In the Regional Municipality of Peel both the Heart Lake Conservation Area and the Claireville Reservoir are used by windsurfers. Although there are no rental or instructional facilities at either place they both offer good conditions.

How to get there:

- Heart Lake: 6 km north of Hwy. 7 on Heart Lake Road.
- Claireville Reservoir: on Hwy. 7, 3 km west of Hwy. 50.



An exhilarating experience. . .

Niagara Peninsula Conservation

Authority (416) 227-1013

Binbrook Conservation Area

Over the past few summers the sport has become so popular at Binbrook that windsurfers have constituted the largest portion of day users at the park. This past year major improvements have been undertaken to upgrade beach conditions around the 182-hectare reservoir. It is expected that in the near future rentals and lessons will be available at the lake.



How to get there:

- take Hwy. 56 south from the Village of Binbrook to the Concession Road 6. Turn west and stay on the 6th concession to Harrison Road. Turn south onto Harrison Road and follow to the park gates.

Saugeen Valley Conservation

Authority (519) 364-1255

Durham Conservation Area

The reservoirs at Durham have also become popular spots for windsurfers. With shallower waters and gentler winds Durham is perhaps better suited to the beginner. There are no rental facilities at Durham.

How to get there:

- take Hwy. 6 to the Town of Durham. Turn right at Durham Road and travel east for 2.4 km.

Craileith Provincial Park

(705) 445-4467

Situated on the blue waters of Notawasaga Bay, this park offers excellent conditions for windsurfers.

How to get there:

- Craileith is on Hwy. 26, between Collingwood and Thornbury. ■

NIAGARA ESCARPMENT COMMISSION

The Niagara Escarpment Commission and its staff are responsible for promoting the objectives of the Niagara Escarpment Plan. This task includes the processing of Plan amendment applications and the administration of a development control system. The Commission consists of . . .

Commission Members

The Commission consists of 17 members: eight members representing the public-at-large, eight members who are either members or employees of the Escarpment area county or regional councils, in addition to a Chairman.

Chairman:

Ivor McMullin

Representing Regions and Counties

Niagara Region:

William Smeaton

Hamilton-Wentworth Region:

Robert McNairn

Halton Region:

Joan Little

Peel Region

John Alexander

Dufferin County:

Harold Davidson

Simcoe County:

Carol Currie

Grey County:

Murray Betts

Bruce County:

Douglas Thompson

Representing the Public-At-Large

Leo Bruzzese

Robert Campbell

Grace Cronin

Fred Greenland

Lyn MacMillan

Josephine Meeker

Jim Montgomery

Joseph Noonan

Commission Staff

Director:

Frank Shaw

Managers:

Cecil Louis, Plan Administration & Development Control
Susan Herrold, Administration & Information Services
Keith Jordan, Niagara Escarpment Implementation Team

Senior Planners:

Bruno Carusetta

George McKibbin

Marion Plaunt

Ken Whitbread

Planners:

Bill Armstrong

Kathie Houghton

David Johnston

Martin Kilian

Gary Murphy

Peter Schiller

Planning Technicians:

Jennifer Boehm

Barbara Kemp

Richard Szarek

Landscape Architect:

David Wells

Cartographers:

Bob Pepper, Senior Cartographer

John Novosad

Colin Mandy

Information Assistant:

Rilla Hewer

Administration and Support Staff:

Norma Aldham

Tina Andersen

Betty Braithwaite

Marilyn Broadfield

Gloria Johnson

Marg Mackie

Norma Manning

Lorrie Rustenburg

Lorrie Ryan

Bev Sharman



